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British Government to protect its national trade interests as other countries do those of theirs. It is not necessary to dwell on the latter point among British residents in the Far East. The facts of recent history are only too painfully familiar.

To return to the new enterprise which we commenced by mentioning. It is gratifying to see attention being paid to the Yangtze region, which was once generally looked upon as an almost exclusive British sphere of influence, but the trade in which has now attracted very serious rivalry and even a denial of our pre-eminence by certain countries of late. It will not be uninteresting to look at a few figures of the shipping on the Lower Yangtze during the two past years, taken from the Imperial Maritime Customs reports. The statistics of the five ports of Chinkiang, Nanking, Wuhu, Kiukiang and Hankow repay examination. If we take the figures of vessels entered and cleared at each port in 1901 and 1902, we find the following:

At Chinkiang in 1901 British vessels numbered 2,664 out of a total of 5,182; in 1902 they numbered 2,483 out of 4,935. But in the spite of the fall both in British and in total numbers, British tonnage increased from 2,396,032 to 2,688,035. A great increase in vessels under the United States flag (from 166 to 393) was observable, while the German vessels suffered a large decline (from 1,038 to 718). At Nanking the figures of vessels entered and cleared were:—1901, British 1,182, total 2,298; 1902, British 1,182, total 2,465. But British tonnage increased from 1,381,758 to 1,429,140. A great American advance was noticeable here too. At Wuhu the figures were:—1901, British 1,883, total 3,469; 1902, British 1,935, total 3,668. British tonnage again advanced from 2,194,892 to 2,295,984. Japanese vessels increased in number from 272 to 408. At Kiukiang the figures were:—1901, British 1,680, total 3,168; 1902, British 1,694, total 3,352. British tonnage advanced from 1,981,084 to 2,021,852. A large Japanese increase was recorded. At Hankow, lastly, the numbers were:—1901, British 1,009, total 2,538; 1902, British 1,033, total 2,691. British tonnage rose from 1,162,043 to 1,226,719. Japanese shipping once more showed progress. Thus at the five ports British shipping well maintained its position, comprising more than 50 per cent. of the total number of vessels entered and cleared; and British tonnage is every case increased, even when the number of vessels declined or was stationary. There seems little ground for despair in these figures. But it must, of course, be recognised that other countries, particularly the United States and Japan, are making bold bids for the Lower Yangtze trade, a fact which renders such energy as Messrs. BUTTERFIELD and SWIRE are now exhibiting all the more praiseworthy.

The French mail of the 11th ult. was delivered in London on the 10th inst.

There was a false alarm of fire on Saturday night in Hollywood Road; the Fire Brigade turned out.

We have received from the Colonial Secretary's Office a copy of Appendix A to F, attached to Professor Simpson's report on plague in Hongkong.

At the next meeting of the Legislative Council the Hon. H. E. Pollock, K.C., will ask some important questions with regard to the case of Inspector H. G. McEwen.

The appointments of H.E. Sir Henry A. Blake, G.C.M.G., as Governor of Ceylon, and of Sir Matthew Nathan, K.C.M.G., R.E., as Governor of Hongkong, are notified in the Gazette.

We understand that Inspector S. Gidley of the Sanitary Department who effected a gallant rescue of a young man from drowning at the Kowloon ferry wharf has received from H.E. the Governor a letter warmly commending his brave action.

In the course of his sermon at the Cathedral yesterday morning, the Rt. Rev. J. C. Hoare, D.D., Bishop of Victoria, said that "he had no belief in spiritualism; he thought that the spirits of the departed would have something better to do than carry on trivial conversation with spiritualists."

In Queen's Road East a number of the standards for carrying the overhead wires of the new tramways have been placed in position in the middle of the street between the two sets of rails. At Arsenal Street the big trees which at present stand in the centre of Queen's Road are in the course of being removed to the side-walks.

The threatened typhoon is thought to have moved off to Hainan. The Black Ball was hoisted at 9.30 a.m. on Saturday, indicating a typhoon to the west of the Colony, with its centre less than 300 miles away. But Sunday morning opened unusually clear after the rain which we have been enduring, and the day as a whole showed a welcome improvement. All the reservoirs are full as a result of the heavy rains and there should be no scarcity of water next spring, such as we had this year.

The *Syria* landed at Manila ten 6-inch modern coast defence guns for use on Corregidor Island.

It is notified in the Gazette that Mr. M. Noma has resumed charge of the Japanese Consulate in Hongkong.

The addition of Mr. W. F. Lambert's name to the list of authorised architects in the Colony is notified in the Gazette.

According to a Simla despatch, local transport is to be engaged at Tientsin, China, for sending back men and stores to Ladia.

The French have begun to use motor perambulators, specimens of which have lately appeared in the streets of Paris. A small cart is fixed at the back for the nurse, who controls the motor.

Mr. J. S. Thomson, acting agent for the P.M. O. & O., and T.K.K. steamship lines, informs us that the s.s. *America* Maru arrived at Yokohama on the 10th inst., three days ahead of schedule time.

Manila papers state that Captain Bishop is about to resign the command of the *Robusta* Maru and he will be succeeded by Captain Ernest Bent who is at present in Tokohama on the *Toyoko Kisen Kaisha's* reserve list.

A bad character who broke into a shop at 342, Des Vaux Road West with intent to commit burglary was sentenced at the Police Court on Saturday to six months' imprisonment with hard labour. There were two previous convictions against him.

A number of forged lottery tickets for the last Macao Lottery were circulated in Hongkong and some people who purchased them were only made aware of the fraud when they went to lift their prize-money. About 50 of the forged tickets were seized in Kowloon.

The King has intimated, through the Comd. in-Chief, that he has been pleased to grant permission to the band of the Coldstream Guards to proceed to Canada to fulfil an engagement at the Dominion Exhibition at Toronto. This is the first time that a famous military band in Great Britain has been invited to a British Colony.

At the Magistracy on Saturday Lam Tam was brought up on a charge of retaining from banishment. Although his photograph and description appearing in the Police records left no room for doubt as to his identity, the man denied that he had ever been deported, and Mr. Sercombe Smith committed him for trial at the next Sessions.

H.M.S. *Powerful* arrived at Gibraltar on the 10th ult., having broken down. No official information as to the cause of the breakdown was available, but it was ascertained that the condensers gave way and the fusible plugs yielded. This was believed to be due to the condenser not being in constant use. It was closed pending its arrival in England, where it was to be examined by a board.

Plague, though it has for many weeks now promised to disappear from the Colony, is not completely banished. In the return for the day ending at noon on Saturday a fatal Chinese case was reported from Caine Road. These sporadic cases, long after the end of the epidemic, are very annoying, as they prevent Hongkong from obtaining a clean bill of health and continue the handicap on trade and shipping.

We have received from the local agents of the Messageries Maritimes Co. a handbook (No. 2, 1903) of information for passengers and shippers, by whom it will be found valuable for reference. We have also to acknowledge receipt of *La Dépêche Coloniale Illustrée* dealing with the Messageries Co. at the recent Hanoi Exposition; it is beautifully illustrated and gives a very full description of the working of this famous steamship company.

The story of an unprecedented heart operation is telegraphed from Paris. A thirteen-year-old girl had been stabbed, and Dr. Boyls of the city hospital fearing that the knife had penetrated the heart removed the organ with a pair of forceps, elevated it into view and examined it for two minutes. No injury could be found, and the heart was put back in its place with no apparent injury to the patient. The actual removal was effected by cutting through two ribs and pushing the lung aside.

The somewhat nebulous proposals of the past year or two as to the registration of domestic servants in Hongkong are now to be replaced by definite suggestions on the part of the Trades Association as to the lines on which legislation might be undertaken. "These suggestions will be awaited with interest," says the *Rangoon Gazette*. "If one is to judge from some letters which have reached us on the subject during the past month, nothing short of a species of domestic slavery will satisfy many who are now demanding registration and this, of course, is not permissible."

The return of deaths in the Colony during July, just published in the Gazette, records 480 for the month, 22 in the European and foreign civil community and the rest among the Chinese. Plague caused 87 deaths (3 among the European and foreign community), chest affections 67, and malaria 12. The death-rates in the principal registration districts were:—European and foreign community, 25.2 per 1,000 per annum; Chinese, Victoria, land 19.8, harbour 9.6; Chinese, whole Colony 20.3, boat 10.2, land and boat 17.9; whole civil community, 18.0. It is to be noted that at Stanley, where the land and boat population together is 1,835, no death was recorded in July.

Lord Kitchener continues to pay minute attention to matters connected with the life of the private soldier. He has ordered gait and half-plait mugs and glasses to be maintained in all cantons in India for the convenience of soldiers requiring only small quantities of malt liquor.

The annual volume of *Proceedings of the Royal Colonial Institute for 1902-3* has reached us. It gives a full report by the Council and a record of all the papers read and meetings held during the session. Amongst the contents the report of the paper by Mr. Hugh Clifford, C.M.G., on "British and Siamese Malaya" is perhaps the most interesting to residents in the Far East.

A plague of elephants is reported from Southern India. The protection afforded to these destructive beasts, has according to Mr. W. L. Edmonston, the managing director of the Madras Mule Breeding Company of Annakkatt, resulted in their numbers in the South having quadrupled in the last twenty or twenty-five years and he declares that the damage they do to the crops and to young forest can hardly be overestimated. Cultivators spend the whole night for weeks at a time burning fires, beating tom-toms and trying to scare the herds away, but the elephants seem to understand that their lives are protected and make their raids with great boldness.

Among the inhabitants of Netherlands India born in Europe, the largest number is naturally Dutchmen, but there are also many foreigners, as appears from the figures:—Dutchmen, 10,990; Englishmen, 441; Belgians, 350; Frenchmen, 232; Germans, 1,352; Swiss, 135; Italians, 84; Hungarians, 86; other nations, 145; total, 13,821. The 2,725 foreigners have for the allowance of concessions the same rights as the 10,996 Dutchmen. They may obtain investments for foreign capital in Netherlands India; they may be managers and commissaries for companies working in India, having thus the same privileges. As regards limited companies there are really some restrictive regulations. Foreign companies, as also foreigners not established in India, and thus not submitted to the Dutch law, cannot exercise rights. It is not the purpose to exclude foreign capital, but simply to have a guarantee that in case of question the intervention of a foreign Power is entirely impossible and the Government remains ruler in its own house.

The Hamburg electrical and engineering firm of Fred. C. Jenkins has an order for the execution of important and very extensive works for electric lighting of the Imperial palaces at Peking, the former works in this direction having been destroyed by the Boxer outbreak. What makes this order still more important is that it has been given entirely on the initiative and on account of the Government by Sheng Tzuai. The order comprises the extensive buildings, &c., of the Winter Palace as well as the Summer Palace, both at Peking. Numerous first-class special manufacturers in Germany will participate in the furnishing of the numerous plant, &c., for the great works, and thus will have a good opportunity to introduce their manufactures into China. The international competition in the matter has, of course, been very severe, and the German industrialists have therefore had to struggle hard to carry the day.—We take the foregoing from the Hamburg letter in the *L. & C. Express*. Fred. C. Jenkins is a curious name for a German firm.

THE INTERPORT CRICKET TEAM.

It will occasion no surprise to learn that the team which is to represent Hongkong against Shanghai in the coming cricket week at the northern port will not leave Hongkong as originally arranged on the 23rd by the *Empress of Japan*, but a fortnight later, viz., on the 7th October by the *Tartar*. This decision is obviously a wise one, as any team sent up next week must have been absolutely rough and short of practice, whereas, given a little dry weather, much may be done in the time between now and the 7th prox.

SHIP-BUILDING IN HONGKONG.

We are informed that, Messrs. Butterfield & Swire, on behalf of the China Navigation Co., Ltd., have contracted with the Hongkong and Whampoa Dock Co., Ltd., for a new light draught twin-screw steamer for the Lower Yangtze trade. The vessel will be of a length of 310 feet, with a 46 ft. beam; her draught will be 14.5 ft., and her tonnage will be about 2,000. Thus she will be the largest steamer by far that has yet been built in Hongkong. Naturally it may be expected that she will be fitted throughout with the most complete and up-to-date equipment for the safety and comfort of European and Chinese passengers alike.

There are rumours that similar vessels will shortly be contracted for by the Indo-China Steam Navigation Co. Ltd. and China Merchants Steam Navigation Co., and we may only hope that our Local Dock Co. may be successful in securing the work for Hongkong.

WEATHER REPORT.

The Hongkong Observatory on the 13th inst. issued the following report:—

Black Ball hoisted.

The barometer has risen in Hongkong and over the S.E. coast of China.

The depression to the S.W. of Hongkong is probably moving towards Hainan Straits.

Pressure remains high over N. China.

Strong N.E. winds in the Formosa Channel, and cyclonic storm winds and gales over the N.W. part of the China Sea.

Forecast:—Strong E. to S.E. winds; gradually decreasing; equally, showery.

TELEGRAMS.

REUTER'S SERVICE.

THE BALKAN TROUBLES.

LONDON, 10th September.
 The stories of massacres from Sofia are regarded with some incredulity.

LONDON, 11th September.
 Turkish functionaries in Macedonia openly scoff at the idea of European intervention, declaring that, if Europe intervenes with an armed force, they would immediately burn, destroy, and massacre wholesale, leaving only a bare field for the invaders.

Macedonian organisations have issued a note holding the Powers responsible for inevitable reprisals by the rebels for Turkish excesses.

M. Petroff, the Bulgarian Premier, has informally intimated to the Powers that unless the Turkish excesses in Macedonia are restrained, Bulgaria must depart from her attitude of strict neutrality.

A Consular report from Salonika states that 300 insurgents at Kastoria after surrendering were massacred.

THE BORNEO ISLANDS AFFAIR.

LONDON, 11th September.
 Great Britain has made representations to Washington about the Borneo Islands; the United States claim that the Islands formerly belonged to Spain.

LONDON, 10th September.
 Correspondence is proceeding between Washington and London regarding the seizure by American warships of islands in the vicinity of Sandakan and Darvel Bay, North Borneo.

DISSOLUTION OF THE CAPE PARLIAMENT.

LONDON, 10th September.
 The Cape Parliament is dissolved.

THE BEIRUT AFFAIR.

LONDON, 10th September.
 The Ambassadors have strongly remonstrated with the Porte against the condition of Beirut, where the Wali of Damascus has now arrived with troops.

THE EMPEROR OF GERMANY'S VISIT TO VIENNA.

LONDON, 10th September.
 Though it was originally decided that Count von Büllov should not accompany the Emperor William on his impending visit to Vienna, it is now announced that he will. The change is considered to be significant of the increasing gravity attributed to the situation in Turkey.

THE "SUMNER" AGAIN DAMAGED.

On the 6th inst. the U.S. transport *Sumner* which recently left Hongkong for Manila after undergoing extensive repairs at the local dock, crashed into the dock at Mariveles, doing about \$4,000 worth of damage.

A TYPHOON CASUALTY.

The only serious casualty reported locally in connection with the typhoon was the sinking of a junk in Capsuliman Pass on Friday night. Two junks were running into Chinan Bay for shelter when they collided and one was sunk. No lives were lost, the people on board the foundering craft being rescued by those on the other vessel. The sunken junk sank in the channel; her stern showing above water and in a danger to launches and other craft using that part of the Pass.

THE A. D. C.

The approximate cast of the A. D. C.'s forthcoming performance of *Lord and Lady Algy*, as far as most of the principal characters are concerned, is:—

Duke of Dronoborough..... Mr. H. W. Bird.
 Marquis of Quarmby..... Mr. John Hays.
 Lord Algernon Chetland..... Mr. Butterworth.
 Hon. Crosby Jethro..... Capt. Bushe.
 Brabazon Tudway..... Mr. W. G. Worcester.
 Lady Algernon Chetland..... Mrs. G. H. Edwards.
 Ottoline Mallinson..... Miss Cochrane.
 Mrs. Brabazon Tudway..... Mrs. Jones.

MUSIC ON THE PARADE GROUND.

An unusual musical attraction is promised for this afternoon—weather permitting, we suppose. By kind permission of the Officers Commanding, the following programme will be given by the combined bands, pipes, bagpipes, fife and drums of the Garrison, on the New Parade Ground, from 4.30 to 6 p.m.:

March..... "The Washington Post"..... Sousa (Combined Bands).
 March..... "John Bain Mackenzie's Highlanders"..... Anon (Pipers H. K. S. B. R. G. A. and 33rd Burma Infantry).
 Selection..... "A Country Girl"..... Monckton (Combined Bands).
 March..... "The Hushed Pines"..... Anon (Pipers and Drums, 1st Sherwood Foresters and 14th Bombay Infantry).
 Selection..... "Plantation Song"..... Chambers (Bands, 1st Sherwood Foresters and 23rd Burma Infantry).
 March..... "The Cock of the North"..... Anon (Pipers H. K. S. B. R. G. A. and 33rd Burma Infantry).
 March..... "The Turkish Patrol"..... Michaelis (Combined Bands).
 "God Save the King."

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Seydlitz* left Singapore on the 12th inst., at 8 a.m., and may be expected here on the 18th inst., at 4 p.m. The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Bombay for this port on the 12th inst. and is expected here on the 23rd inst.

The C. & M. steamer *Rubi* left Manila on the 12th inst., at 10 a.m., and is due here to-day, at noon.

CORRESPONDENCE.

THE ROADS IN KOWLOON.

TO THE EDITOR OF THE "DAILY PRESS."
 Hongkong, 13th September.
 Sir—I trust the correspondence which has recently appeared in the *Daily Press* concerning the deplorable condition of the roads in Kowloon will have induced the Director of the P.W.D. to visit this neglected appendage of the Colony.

There is not a resident in Kowloon, I should think, who does not heartily endorse the protests which have been published. To ride in a ricksha over such roads has become a very risky proceeding. In places the wheels sink quite a couple of inches in the sand which does duty for the surface of a road. In a Colony where granite chippings can be obtained in abundance for road-making purposes, it is difficult to conceive what excuse can be offered for the badly made roads of Kowloon. Economy surely cannot be pleaded.—Yours, etc.,

ANOTHER KOWLOONITE.

VOLUNTEER PROMENADE CONCERT.

We give below the programme of the third Promenade Concert of the Hongkong Volunteer Corps, which will be held on the Volunteer Parade Ground on Saturday next, the 19th inst., at 9 p.m. It will be seen that an excellently diversified entertainment has again been provided. An item which will be looked forward to with special interest will be the song in the second half of the programme by Madame Blanche Arrel, who is the senior soprano of the Brussels Opera House and who is passing through Hongkong on her way from Saigon where she has just fulfilled an engagement. The full programme will be:—

PART I.
 Overture to "Hansel and Gretel," Humperdinck.
 Overture, "Hansel and Gretel," W. A. Mozart.
 Male Quartette, "Hansel and Gretel," W. A. Mozart.
 Messrs. Mynow, C. H. LAMBERT, KOSMIN, and WACKER.
 Baritone Solo, "The Yagmura's Wedding," Ponchielli.
 Mr. C. H. GRACE.
 Violoncello Solo, "Le Rêve," Golluth.
 Mr. F. L. MILLER.
 Tenor Solo, "Le Rêve," Golluth.
 "Rock and air from 'Gloria'."
 Mr. C. H. LAMBERT.
 Soprano Solo, "The Pro-ise of Life," Cowan.
 Mrs. A. MACGOWAN.
 Violin Obligato, Mr. F. C. BARLOW.
 Song, "The Giddy little girl in the black bonnet,"
 Mr. C. H. LAMBERT, R.G.A.
 (a) Waltz from the Opéra "Nisida," Chopin.
 (b) March from the Opéra "Nisida," Chopin.
 Interval of 10 minutes.

PART II.
 "Poor Gyn," Suite.
 (a) "Morning."
 (b) "The Death of Ars."
 (c) "Anitra's Dance."
 (d) "Dance in the Hall of the Mountain Kings."

Male Quartette, "The Yagmura's Wedding," Ponchielli.
 Messrs. Mynow, C. H. LAMBERT, KOSMIN, and WACKER.
 Contralto Solo, "La Sémillante," Tosti.
 Mrs. A. G. GORDON.
 Violin Solo (a) "Romance," B. Tosti.
 (b) "Coppélia," C. Bohn.
 Mr. C. H. GRACE.
 Soprano Solo, Madame BLANCHE ARREL.
 Contralto Song, "My Queen," Blumenthal.
 Mr. G. H. EDWARDS.
 Hungarian Dances 1 and 2, Brahms.
 Accompanists,
 Dr. GUMPERT, Mr. SHEFFIELD, and Mr. GEORGE GRIMBLE.

BRITONS AND GERMANS IN THE UNITED STATES.

Our Hamburg correspondent writes:—
 Mr. Emil Mannhardt, secretary to the German-American Historical Society of Illinois, has lately addressed a letter to a New York paper in which he tries to prove that there is more German blood in the veins of the people of the United States than English. He states, that of immigrants, including children, during the 19th century 81 millions in round numbers were Germans, 2 millions Danes, Norwegians and Swedes, 1 million Dutch and Belgians (Flemings), 4 millions Anglo-Saxons (English, Scotch, and English-Canadians), 5 millions Irish and Welsh, 1 million Slavs, 2 millions of the Latin races, and 3/5 million Russian Jews, those of mixed parentage not being included in these figures. Of the 41 millions inhabitants born in the States 42 millions are descendants in the second and third generations of German immigrants of the last century, 2 million of Scandinavians, 16 millions of Anglo-Saxons, 11 millions of Irish and Welsh, and 1 million of French, Italian, &c. Of the 31 millions descended from residents in the States prior to 1830 104 millions are of German, 31 of Dutch, 14 of Anglo-Saxon, and 5 of French, Italian and other extraction. From this it follows that, although those of German descent have purposely been underestimated, no notice has been taken of the fact, that amongst the English-Canadians a percentage are of German, more especially German-Pennsylvanian blood. Of the population of the United States 241 millions are of German origin, 19 of Anglo-Saxon, 24 of Scandinavian, 1 of Dutch and Belgians, 61 of Celtic, 84 of Latin, 1 of Slav and 41 of Jewish extraction. As the Scandinavians, and beyond doubt the Dutch and Belgians (Flemings) may be looked upon as belonging virtually to the same race as the Germans, the proportion of Germans to Anglo-Saxons stands as 3:2. I wonder whether this statement will be allowed to pass unchallenged and without further comment?

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD, CH.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th SEPTEMBER, 1903

As will be seen from the statement appearing in another column, a steamer is to be built in this Colony for the trade of the Lower Yangtze. Messrs. BUTTERFIELD & SWIRE, representing the China Navigation Company, have given the order, and the contract is with the Hongkong and Whampoa Dock Company. Both firms are to be most heartily congratulated, and the evidence of the vitality of British enterprise is satisfactory to the highest degree. The note most frequently sounded in connection with British shipping and commercial affairs in recent years has been one of pessimism, a "croak" in fact; and this has been heard in the Far East as elsewhere. It has been easy to make out a bad case, for it is impossible to deny that Germany and the United States, and, out here, Japan, have made enormous progress; from which, being able to show that Great Britain's percentage of trade, etc., has decreased, the alarmists have deduced British decadence. The view is, of course, fundamentally false. The increasing wealth of our competitors has enabled them to spend largely on the increase of their commerce, with corresponding results. Britain's wealth has also greatly, but not to such a gigantic extent as to equal the growth of all our competitors combined. How any sane man could imagine that it would, it is hard to see. Nevertheless, though the absurdities of the prophets of British ruin are only to be noted with feelings of astonishment, it cannot be denied that there is apparent in many quarters of the British commercial world a distinct excess of conservative policy. Still worse is the neglect of the

THE NEW RUSSIAN VICE-ROYALTY.

Reuter's St. Petersburg correspondent telegraphed on the 13th inst.—An Ukase signed by the Tsar was promulgated yesterday. It provides that the Amur district, which is under a Governor-General, and the Kwantung territory shall be formed into a special Vice-royalty. The Vice-royalty will be invested with supreme authority over all branches of the civil administration, the direction of which will no longer be in the hands of the Ministries. It will be the Vice-roy's duty to maintain order and to ensure safety in the districts traversed by the Eastern Chinese Railway, as well as to watch over the interests and needs of the inhabitants of the possessions bordering on the territory under the jurisdiction of the Vice-roy, or lying on the other side of the border. Until a law concerning the extent of the duties of the Vice-roy has been issued, the regulations drawn up in 1845 for the Caucasian territory will be in force for the administration of the Far East. Diplomatic negotiations with neighbouring States regarding the affairs of this territory will be in the hands of the Vice-roy, who will be also entrusted with the command of the Russian fleet in the Pacific Ocean and all the troops in the new administration. A special committee, presided over by the Tsar, will see that the dispositions of the Vice-roy are in harmony with the general policy of the Ministries. Vice-Admiral Alexeeff, Aide-de-Camp General to the Tsar, has been appointed Vice-roy of the Far East. He has been instructed to submit to the Tsar for his Imperial Majesty's approval proposals for the administration of the territory over which he is to assume jurisdiction.

The Times, concluding a leading article commenting on the above, says:—There can be no doubt about the significance of a measure which creates a virtual dictatorship in favour of the Commander-in-Chief who has played for the last three years the leading part in framing and directing Russia's policy of expansion in the Far East. Instead of the promised evacuation of Manchuria, which was to have begun last April, an Imperial Vice-roy, armed with the most extensive civil powers and supported by the most powerful army and fleet, that Russia has ever mustered in those regions, is installed in the territory where less than ten years ago Russia denounced the presence of a foreign Power as a permanent danger to the independence of the Chinese Empire and to the peace of the Far East.

THE "UJINA'S" ARRIVAL AT MANILA.

Particulars came to hand on Saturday of the stranding of the British India steamer *Ujina*, on the reefs of North Danger Island, while on a voyage from Singapore to Manila. The *Ujina* was twelve days and nights on the reef. According to a report in the *Cable News*, Captain Bean, master of the steamer, stated that she was carried on to the reef by strong currents in stormy weather, at 8 p.m. on August 5th. The reef, he said, was well marked on the charts and well known to him as well as to every mariner in those waters.

To facilitate the floating of the craft, a large portion of her cargo was thrown overboard, and a quantity of provisions was landed as a precautionary measure in the event of being obliged to remain on these shores for a long period. A few Chinese who had a junk anchored were the only people on the island when the *Ujina* struck it, and while they were willing to render assistance they were of little use. Captain Bean cannot say enough to express his appreciation of the work of the crew during the hour of trial. Our contemporary adds:—The steamer is leaning badly, and her ballast tanks are filled with water. The pumps are working day and night. The extent of the damage to the *Ujina* cannot be determined until the ship is placed in drydock.

THE RUSSIANS ON THE YALU.

Mr. Fraser, Editor of the *Times of India*, who passed through Hongkong in June on his way to Europe via Siberia, wrote from Chiofoo on the 29th June:—It was here [Chiofoo] that the opportunity for a little adventure presented itself. We were invited to go across the Gulf of Pechili, and see for ourselves that the Russians really had established themselves in Korea. You cross over, it appears, to the mouth of Yalu River. Then you ascend the estuary for about fifteen miles in a sampan, and finally land at a point on the Korean bank. If you are modest and retiring, and do not wish to be confronted with awkward questions, you land about an hour before daybreak, what time the heedless Muscovite sleepeth. And then, if you discreetly advance as the dawn breaks, you will presently see at your feet a Russian encampment. You can inspect all there is to be seen, and retire unobserved; the Russians are late sleepers on the Yalu. There are over two hundred of them, including a few women. They are all in plain clothes, but are known to be reserve men. They have cases of Mauser rifles with them, and plenty of ammunition. Some have even visited Chiofoo. What they are doing across the Korean frontier is best known to themselves. The spot they have selected is practically uninhabited. They profess to be representing a new timber company, and they also talk of a scheme for building a tramway line to a brick-kiln ten miles away in the wilderness. Anyway, they are, on the wrong side of the frontier, and the Japanese have heard of their presence there, so there may be trouble. One does not feel timber with Mauser rifles; but if any difficulty arises, it will probably only end in a "diplomatic discussion." The facts are beyond dispute. There are men who have silently walked round the whole encampment in the half-light of dawn within the last three days.

A FRENCH GENERAL ON THE ALLIES IN CHINA.

To the first July number of the *Revue des Deux Mondes* General Frey contributes an interesting article, which is to form part of a forthcoming book, on the co-operation of the forces of the Allied Powers in China in 1900 and 1901. The General evidently thinks that such striking co-operation between forces widely differing in language, traditions, and efficiency will become more frequent in the future now that the Great Powers have each of them a world policy. Naturally, he begins by describing the terms of affectionate comradeship which subsisted between the French and the Russian forces. He formed a high opinion of the efficiency of the Russian troops, their powers of endurance, their bravery, and their perfect discipline.

With regard to the English and Indian forces, he evidently does not consider that the Marines, who formed so large a portion of Admiral Seymour's column, were very well fitted for marches and other land operations. Nevertheless, he pays a warm tribute to their bravery. As for the officers and the non-commissioned officers, he was much struck by the truly British phlegm which characterised them even in the most critical moments, and he declares that they always conducted themselves like gallant gentlemen. In this connection General Frey notes that the lessons in military training and tactics learnt in South Africa will be some compensation for the considerable sacrifices in men and money which the English nation made, "with an energy and with that indomitable tenacity which aroused the admiration even of its bitterest enemies." In a footnote General Frey remarks that he wrote those words in November, 1901, but that in consequence of particular circumstances they could not be published before.

About the native Indian troops General Frey is very frank. Some of the European contingents, who had only heard travellers' tales about the Sikhs, Garkhas, Panjabis, and other Indian races, were very angry at being asked to receive them as brethren in arms. This prejudice remained even to the end of the campaign, but not at all, says General Frey, among those of the allies who saw these troops at work. The coolie camp-followers who attended the contingent did not behave well, and their misdeeds were commonly, but unjustly, attributed to the Sikhs. He considers that the native Indian troops need not fear comparison with the native troops of any other Power. He particularly admires the Bengal Lancers, whom he calls magnificent troops. The particular defect of the Indian forces, he notes, was that they were insufficiently strengthened by white officers.

On the general question of the relations between the British forces and the other contingents, General Frey gives an amusing description of the British reserve which characterised the officers, which was, of course, imitated by the rank and file. He thinks that this was due to some extent to the subordinate rôle played by the British force in the operations, and also to the depressing effect of the news from South Africa—the affair of Fashoda also was too recent not to find a certain reflection in the relations between the French and English.

General Frey has nothing but praise for the Japanese troops, whose training, discipline, and efficiency were remarkable. They exhibited a kind of mystical exaltation; they went into battle with that sort of hypnotic fervour which produces heroes and martyrs. For the American contingent, too, small as it was, he has a great admiration, and he declares that they showed military qualities, both individually and in the mass, of the very first order. With regard to the German force, General Frey commends its excellent organisation, but condemns the excessive discipline amounting almost to brutality, enforced even when the troops were off duty.

GIBRALTAR AND MALTA.

M. Pinon, in a long article in the second June number of the *Revue des Deux Mondes*, discusses Gibraltar and comes to the conclusion that the position is now radically changed. Great Britain could retain her pre-eminence in the Mediterranean as long as the coasts of North Africa belonged to Mohammedan states, but to-day Hissoria weighs very heavily in the balance of forces and interests. Not even the definite annexation of Egypt, he thinks, could compensate Great Britain for the advantage which France derives from her Algerian and Tunisian Empires. In fact, Great Britain has been thrown by events into the arms of Italy. Without an understanding with Italy, and if Spain was no longer neutral, then Malta and Gibraltar would be no more than isolated, and therefore vulnerable, fortresses. M. Pinon goes on to question the loyalty of the Maltese. The union of the island with Great Britain is not, he says, a marriage of inclination; and the Powers in 1814, in assigning it to Great Britain, simply regularised a seizure and did not trouble about the wishes of the population. In this connection M. Pinon attributes to Mr. Chamberlain's famous visit to Malta the beginnings of the conflict between the Maltese and the British power. Of course the article was written before the latest achievement of Mr. Chamberlain in reverting to the old constitution of Malta against the wishes of the elected members of the Council. Still, M. Pinon comes to the conclusion that the unfriendliness of the Maltese is not so much a peril as a symptom.

The Patentes-Macniven & Cameron, Limited, deserve a NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*. THE WAVELEY PEN. THE PICKWICK PEN. THE OWL PEN. THE HANCOCK PEN. Sold at all Stationers. Waverley Works, Edinburgh. [2045—3]

TOBACCO EXPERIMENTS.

Mr. Consul Cocchi has supplied to the Foreign Office an account of experiments in the growing of cigarette tobacco in Lecce, Italy. He states that about ten years ago, on the public taste requiring large quantities of Oriental tobacco cigarettes, the department decided to institute a series of experiments in this province, in order to ascertain whether it was possible to produce such tobacco in the country, instead of importing them. It was reflected that the province of Lecce lay in approximately the same latitude as Greece and Turkey, from which countries supplies were drawn for the requirements of the department as to cigarette making. By observation it was found that the elements were entirely favourable as to climate, dominating winds and rainfall, and that the chemical composition of the soil was all that could be desired for the culture in view. But the difficulty was to persuade the husbandman to effect such radical changes in his system of treating the new plant as were absolutely necessary to obtain success. With the ordinary American plant the farmer had been accustomed to treat growing tobacco much as he would have done any other crop. On the first introduction of the Oriental quality, farmers accustomed from generation to generation, since the first introduction of the cultivation of the plant in 1745 (about), to a sort of style of cultivation, rebelled against what they termed the "severity" of the conditions imposed regarding the cultivation of the new quality: one point of which they complained bitterly as a great hardship was the requirement *vine quæ non* that only vines matured should be used. It was demonstrated to them that the vines matured they had been accustomed to could not be tolerated in consequence of the strong rank flavour and taste.

As the result of continuous experiment, a code of regulations was drawn up by the department, in which was given every possible information as to how the Oriental plants were to be reared, and the landowners were invited to take no of the conditions the Government offered, the cultivation of the American leaf being restricted, so the farmer had no longer the option of continuing cultivating the qualities he had raised in former years. The offers were that the Department would supply all seeds, which were to be sown in specially prepared and orrison-matured beds in October. During the infancy of the seedling plants, a most careful treatment was required, such as covering with matting at certain hours of the day and night, precautionary measures against noxious insects, and constant weeding out of parasite and other growths. In May, the young plants were to be transplanted with all due care to open fields, which had been ploughed to the depth of 85 centimetres, and carefully manured with orrison matter; the young plants were to be set in rows not less than two feet apart, the plants being eight or nine inches one from the other, and due attention paid to irrigation when water was obtainable, the department paying a higher price for irrigated than for plants which had grown without any but natural irrigation. During the whole time of the rearing of the plant, from the sowing until the leaves were finally delivered at the Government establishments, the producer was exposed to surprise visits at all times; the inspectors removed any defective or worthless leaves, burning them immediately. The farmer was prohibited from removing a leaf from a plant for any reason whatever.

Between September 15 and 20, the whole crop was to be carried and the leaves collected in bundles of 200 and dried in sheds on the property and then conveyed to Lecce for delivery at the Government classifying floors, when the producer was paid the price of the leaves; and later, when these had been thoroughly examined, classified and rebanded, he was paid a further premium on the results. A plant properly cultivated should give as many as 14 leaves, but of these, approximately, one half would be of second quality and the remainder would be classified in at least two or three grades of fineness, only, possibly, two or three leaves of a plant giving the whole of the characteristics required to be classified as "super excellent," one of the conditions being a perfect uniform lemon gold colour. The necessity for this discrimination in the classification of the leaves arises from the fact that leaves which have grown near the ground level are far more rank and do not possess the pure aroma required for first-class tobacco, while those closest to the flower are found to be too rich in nicotine, the best esteemed leaves being consequently some of those from the middle growth of the plant. For the 1903 crop, now under cultivation, the total quantity to be permitted to cultivate amounted in all to 40,000,000 plants of the Oriental qualities alone; while the administration was unable to entertain proposals for more than 16,500,000.

The reason why the department could not permit more than the quantity stated to be cultivated is that the premises at Lecce, although vast and airy, are not sufficiently extensive to handle more than that quantity of tobacco. The Consul states that having had an opportunity of trying some of the cigarettes he found that they were most satisfactory as to aroma and flavour. By public notice dated Rome, Sept. 15 last, the Department announced that they would accept offers to grow a total of 2,000,000 plants of "Cattaro" qualities for snuff, 5,275,000 plants of "Barley" for ordinary tobacco, 2,000,000 plants of American "Bright," and 16,500,000 plants of various qualities of Oriental types; the product of the latter to be used, mixed with imported tobacco, in the manufacture of cigarettes of various kinds as sold by the Monopoly at prices varying between two and 12c. each, the weight of the cigarette being a gramm—1,000 cigarettes to the kilo. In this manner it is anticipated that the 1903 crop should give 125 to 130 tons of Oriental tobacco. This would not be sufficient for one month's requirement of the country; consequently it has not been possible so far to issue a cigarette view of the impossibility of maintaining the supply of the type should it meet with approval and be much asked for.

A MAHARAJA'S FURNITURE.

A curious affair is reported from India, rising out of some furniture belonging to the Maharaja of Benares. The Maharaja himself makes the following explanation in a letter to the *Times of India* and other papers:—

About 20th December, 1899, some three days after the departure of H. E. Lord Curzon from Benares, I received a letter from Mr. Porter, then Agent to the Governor-General and Commissioner, to the effect that a few ivory chairs of particular workmanship kept in the side rooms of my guest-house had attracted the attention of the Viceroy as their carving corresponded with those already in his possession at his Kedleston house in England. The Viceroy, therefore, desired to know if I had any objection to part with them for a reasonable price, provided I had no sentimental associations attached to them. Till the receipt of this letter the chairs were lying in comparative oblivion. Although they must have been seen by hundreds of my distinguished guests, nobody ever seemed to take care of them with any special interest. I had therefore not the least hesitation in expressing my willingness to part with them if His Excellency would condescend to accept them as a present, as the idea of selling such things was repugnant to our notions. The Agent to the Governor-General thereupon informed me that the Viceroy would have been glad to accede to my wishes, but he was unable to do so in the face of the explicit rules and regulations on the subject. I thereupon suggested a compromise. I agreed to accept a counter present of a corresponding value in the shape of a double-barrelled 303 rifle with hammers which I was on the point of ordering from home. The Viceroy thereupon intimated that he had already got a brand new rifle in his possession in every way corresponding to the description given by me, except so far as regards hammers, which he was quite willing to present to me if I preferred it, but in case I still liked to have a rifle with hammers it would take a little time to have one especially made in England. I having consented to the latter alternative the bargain was struck and the chairs were despatched to Calcutta. Before despatching them I expressed a desire to have the chairs fully repaired as they were really in a dilapidated condition, but was asked to send them as they were without being repaired. As regards their being sent to Calcutta at my expense, I am really horrified to think how a gentleman could ever entertain the idea of sending a present to a friend leaving the freight to be paid by the latter. It may be the latest etiquette but I was ignorant of it and so was the Viceroy when he sent his counter present to me, fully prepaid. I also think that the Hon. Member (Mr. MacNeill) is quite ignorant of the cheap rate at which chairs and camp equipments are charged for on our Indian railways, which is the case of those chairs was so small that nearly half of it was returned to me by the Viceroy in the shape of a largesse to my servant who accompanied them. Now, as for the letter of Mrs. Smeaton, the lady came to Benares on the 2nd of March, 1903, just two years and odd months after the chairs were sent to Calcutta. I cannot account for her statement that she visited Benares immediately after their despatch. As a rule I never send my Dewan to attend to my guests on my behalf as he is an administrative officer and has very little time to attend to ceremonial, and I do not know who was the gentleman who so very officiously posed as my Dewan and related these fairy tales to amuse Mrs. Smeaton. My Private Secretary seems to have received this lady and shown her over the city and seen her off at the station, she having had no time to call on me. Mrs. Smeaton's statement that the story of the furniture was pleaded as an apology for the bareness of the room altogether passes my comprehension, for to me as well as to two members of my family it appears that my rooms are rather over-furnished. Another word before I conclude. The chairs were not regarded by me or any of my ancestors as heirlooms. No history was attached to them; they were regarded simply as old-fashioned furniture purchased by my father along with the house from the ancestors of a former resident at Benares. Their value as stated by Lord George Hamilton seems to me and to my artisans rather calculated on a liberal scale. With the above statement of bare facts I leave the matter for the public to decide in any way they think fit.—Prabhu Narain, Maharaja of Benares.

CHINESE COTTON GOODS.

Unfortunately for Lancashire, there is a growing disposition among the Chinese to manufacture cotton goods for themselves, with a view to annexing the prize market for foreign goods. There are many parts of the plant, while very cheap labour and fuel give the indigenous industry great advantages. The American Consul at Newchwang, after inspecting some samples sent to him from Ningpo, bears witness to their "splendid quality," and it is also in evidence that some Manchurian merchants who lately went to Moscow, on invitation, to form their own judgment on Russian cottons, declined to deal, being satisfied that they could buy better sorts in China at considerably lower prices. The most successful of the Chinese companies—it was only started the year before last, and is already highly prosperous—operates in an unusual way, by supplying yarn to villagers to be woven into stout cloths, and buying the proceeds of their toil at low rates. As the weaving is exclusively performed by the women and children on hand-loom, the husbands and fathers can continue their usual work, while the few additional pence per day earned at home of course, a very primitive system, but as the cloth produced appears to be in great request, there is quite a possibility that the infant industry may grow to gigantic proportions. All the more need, therefore, for our "cotton lords" to strain every effort to ascertain and provide for the requirements of the Chinese market. In special requirements of the Chinese market, for instance, there must be a complete annual change of pattern and design to make figured or printed goods saleable, whereas it is imperative, in the case of plain fabrics, to adhere strictly and minutely to long-established "chops."—*The Globe*

WHILE OUR PREMISES ARE UNDER REPAIR, OUR SHOW-ROOMS

12, QUEEN'S ROAD.
FIRST FLOOR (ABOVE MESSRS. H. PRICE & CO.).

ACHEE & CO.,

FURNITURE AND PHOTO GOODS DEALER.

PLEASE SEE ADVERTISEMENT ON THE 1st PAGE FOR THE GREAT REDUCTION IN PRICES OF PHOTO SUPPLIES. Hongkong, 31st August, 1903. [33]

THE LAHMEYER ELECTRICAL CO., LD., LONDON,

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM. W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to SIEMSEN & CO., SOLE AGENTS FOR CHINA. 1248

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share-list dated Hongkong, 12th September:—

The market is dragging along without any life in it, and as there is an inclination to sell against very few buying orders, most stocks are weak, and some of them show a decline against last week's quotations. The sterling Exchange of London for demand is 1s. 10¹/₂d. and the Shanghai rates are 1s. 7¹/₂d. for T/T, and 1s. 7¹/₂d. for a three days' sight Private Paper. BANKS.—Hongkong and Shanghai had small sales at \$630, and can be placed at this rate: the London rate is £84. A transaction in Nationals at \$28 is recorded.

MARINE INSURANCE SHARES.—Unions are stronger, and have buyers at \$500; China Traders sold at \$51¹/₂ and are steady at this rate: Canton Insurances, after sales at \$182¹/₂, are now on offer at this figure.

FIRE INSURANCES.—Hongkong Fires are in the market at \$325, and China Fires at \$36¹/₂. SHIPPING SHARES.—The pending opposition has further depressed Canton and Macao, which are on offer at \$33; Indo-China are slightly firmer, and buyers are probably prepared to pay \$38 as no shares seem to be offering; Shanghai is quoted 1s. 6¹/₂d. China and Manila have further dropped to \$13 and \$14, sellers, respectively; Douglases have ruled very weak, and sales as low as \$34 are reported; at time of writing the market has firmed up somewhat, and buyers are willing to pay \$37; Star Forties have shared in the general weakness, and are offering at \$26, and \$16; old and new scrip; Shell Transports are a little firmer, and, after sales at £1. 1s. 6d. and £1. 2s. 6d., are steady at £1. 2s. 6d.

REFINERIES.—China Sugars show a firmer tendency and shares could be placed at \$94. MINING SHARES.—Rauks are easier with sellers at \$9.

DUCKS, WHARVES AND GODOWNS.—Whampoa Docks are in demand at \$304; Kowloon Wharves at \$56; New Amoy Docks at \$37¹/₂; and Fernambos, according to latest information from Shanghai, are 1s. 13¹/₂d. buyers in the North. LANDS, HOTELS AND BUILDINGS.—Land Investments sold and are offering at \$154. Hongkong Hotels were placed at \$145 or the dividend of \$6 paid on the 7th inst., and Humphreys Estates are procured at \$104.

COTTONS.—No change and no business reported.

MISCELLANEOUS.—Cements are steady at \$22. Waleons are in demand at \$144. China Providents sold at \$9 25, Watkins have improved their position to 83.

MEMOS.—Hongkong Cotton Spinning and Weaving Company, Limited, ordinary yearly meeting on the 14th instant. Dongas Steamship Company, Limited, ordinary yearly meeting on the 25th instant; t an fer books close on the 16th instant.

THE GOVERNMENT AND THE SHIPPING "COMBINE."

In some quarters dissatisfaction has been expressed at the arrangements made by the Government with the Morgan shipping "combine." Not so in the *Naval and Military Record*, which writes:—Many of the fleet and largest vessels afloat are owned for the country. All the British vessels in the Morgan Shipping Combine are to have the same status as other British liners, and in respect to the naval, military, and postal services, the lines are to be on the same footing; as other British companies. Every British ship in the association, as well as any English vessel acquired hereafter, is to remain British, and cannot be transferred to a foreign registry without the written consent of the President of the Board of Trade. The British flag will still fly over these vessels, their officers must be British, and the Government may prescribe the number of British sailors among the crew. Provision is taken to prevent the British element in the Combine being swamped by the American, and the Admiralty may hire or purchase the British ships in the association at any time. So far as can be judged this is an equitable arrangement, and one in the interests of the British Empire. For twenty years at least the British vessels bought by the Shipping Trust will remain in every respect British, and will be treated as such. An equally important fact is that the Government have the power to terminate the agreement should the association pursue a policy "injurious to the interests of the British Mercantile Marine or of British trade." This is a condition of special importance in view of the apprehended danger of the ships in the Combine being used against British trade by differential rates. The Trust would appear to have placed themselves almost unreservedly in the hands of His Majesty's Government, a proof of the managers' confidence in England, and their desire to carry on trade in a legitimate way for the mutual benefit of England and America.

TRADE MARK

TELEPHONE No. 135.

THE CREAM OF SCOTCH WHISKIES

"KING EDWARD VII."

VERY OLD LIQUEUR,

AT \$20.00 PER DOZEN;

"KING EDWARD VII."

SPECIAL,

AT \$15.00 PER DOZEN;

"CLUB"

OUR STANDARD BLEND

AT \$13.50 PER DOZEN.

H. PRICE & CO.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL. [41]

ROYAL BAKING POWDER Absolutely Pure

To be used always for raising cake, scones, hot tea-biscuits, rolls, muffins, crusts, etc.

Indispensable where the finest food is required.

The medical officer of health and public analyst for the city of London, England, reports the ROYAL a Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

ROYAL BAKING POWDER retains its strength and freshness under the variable temperature and moisture of every climate.

Manufactured by Royal Baking Powder Co. NEW YORK, U. S. A. [1657]

HIRANO WATER. THE QUEEN OF TABLE WATER. PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. REYNOLDS & Co.

BEWARE OF JAPANESE IMITATIONS. F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [2166]

CARTRIDGES. IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZE'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 9, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, No. 10 to 8SSG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO. Hongkong, 28th November, 1902. [11]

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED FOR CANTON.

A Canton Import Firm requires a reliable and experienced **IMPORT BROKER**. Offers stating former employment and giving references to be sent under—

D. D. X.
Care of Daily Press Office.
Hongkong, 14th September, 1903. [2585]

BY a Young Man, BOARD and RESIDENCE in Private Family.

Apply, stating terms—

K.
Care of Daily Press Office.
Hongkong, 14th September, 1903. [2586]

NO. 10, WYNDHAM STREET.

No. 24, CAINE ROAD.

FOR SALE—CHEAP.

"BAHAN LODGE" at the Peak. And others to suit various requirements.

S. A. SEETHI.
Land and Estate Broker.
Hongkong, 14th September, 1903. [2587]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Company's Steamship

"HAIJUN."

Captain Gibson, will be despatched for the above port TODAY, the 14th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 12th September, 1903. [2582]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship

"THALES."

Captain Short, will be despatched for the above ports TO-MORROW, the 15th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 12th September, 1903. [2583]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 18th inst., at 4 P.M.

This Steamship has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 12th September, 1903. [2584]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

The Imperial German Mail Steamship

"SEYDLITZ."

OF THE NORDDEUTSCHER LLOYD.

Captain C. Döhrer, due here with the outward German Mail about the 16th inst., at 4 P.M.

Will leave for the above places about 12 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
Agents.
Hongkong, 14th September, 1903. [2585]

LOST.

A N OLD FOX-TERRIER DOG.

Smooth-haired, white body, tan head, very evenly marked, with diamond-shaped spot on forehead. Answers to the name of "RATS." Finder will be rewarded handsomely (if necessary) on returning him to owner, care of I.M.C., 16, Queen's Road.

Hongkong, 14th September, 1903. [2586]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS 1903.

The Annual Aquatic Sports will be held on the 15th, 16th and 17th inst., in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence on 15th and 16th at 4.30 P.M., and on 17th at 4 P.M. SHARP.

Admission for Gentlemen, 50 cents each day. Soldiers and Sailors in uniform half price. Tickets for Admission may be obtained from the STEWARD, V.R.C., on the day of the Sports.

Hongkong, 8th September, 1903. [2583]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS 1903.

The Committee of the Victoria Recreation Club request the pleasure of the Company of the Ladies of Hongkong at the CLUB ENCLOSURE, Austin Road, Kowloon, on THURSDAY, 17th inst., and SATURDAY, 19th inst., at 4 P.M. SHARP, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut.-Col. W. S. Birdwood and Officers, the Band of the 10th Bombay Light Infantry will play.

Hongkong, 8th September, 1903. [2583]

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS.

AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A I Code. Lieber's Standard Code. TELEPHONE, 232. Hongkong, 20th June, 1903. [17]

AUCTIONS

PUBLIC AUCTION.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measure (conts.)	Contents (approx.)	Annual Rent	Upset Price
1	Rural Building Lot No. 117	100	100	100	1,500

The Undersigned has received instructions to Sell by Public Auction (TUESDAY), the 15th September, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE.

A Few New Interesting BOOKS, One PIANO, One OLD VIOLIN in CASE, &c., &c.

TERMS OF SALE.—As CUSTOMERS.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 10th September, 1903. [2586]

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V. I. REMEDIOS,
Auctioneer.
Hongkong, 10th September, 1903. [2586]

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction (WEDNESDAY), the 16th September, 1903, at 2.30 P.M., at No. 14, KNUTSFORD TERRACE, THE WHOLE OF THE HOUSEHOLD FURNITURE, SILK TAPESTRY-COVERED DRAWING-ROOM SUITE, DOUBLE SINGLE IRON BEDSTEAD with WIRE and KATTAN MATTRESSES, TEAKWOOD OVERMANTLE with GLASS, DINNER WAGON, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, CARD TABLE, PICTURES, DINNER SERVICE, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c.

Also

One LADY'S and One GENT'S BICYCLE, One RICKSHA, One CROQUET SET and One IRON SAFE.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th September, 1903. [2588]

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 17th September, 1903, at 11 A.M., at the ARSENAL YARD, the following GOVERNMENT STORES at the ARSENAL YARD:—

OLD BRASS, GUNMETAL, COPPER, LEAD, ZINC, STEEL, CAST, WROUGHT and GALVANISED IRON, LEAD ROPE, TARRER and PLAIN CANYAS, ROPE, COTTON, and WOOLLEN BAGS, TARRER OAKUM, OLD WOOD, PACKING CASES, &c., &c.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE.—Cash on delivery. All faults and errors of description at purchaser's risk on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 11th September, 1903. [2589]

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TERMS OF SALE.—Cash on delivery. All faults and errors of description at purchaser's risk on the fall of the hammer. All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 11th September, 1903. [2589]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING & DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the OFFICES of the General Managers, THIS DAY (MONDAY), the 14th September, at 11.30 A.M., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to 14th inst., both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 14th September, 1903. [2425]

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 26th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th September, both days inclusive.

DOUGLAS LARPAK & CO.,
General Managers.
Hongkong, 10th September, 1903. [2568]

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, on SATURDAY, the 31st day of OCTOBER, 1903, at Noon, when the Subjoined Resolutions will be proposed, viz.:

- "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in this ratio and proportion of one new share for every two old shares in the share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."
- "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries) of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation at Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN H. HUMPHREYS & SON,
General Managers. [2505]

HONGKONG CLUB.

NOTICE.

THE FOURTH HALF-YEARLY DEBENTURES of the Hongkong Club, payable on WEDNESDAY, the 30th SEPTEMBER, 1903, will be held at the HONGKONG CLUB HOUSE, at 10 O'CLOCK A.M., on SATURDAY, the 19th SEPTEMBER, 1903.

Bearers of Debentures are invited to attend the Drawing.

By Order,
C. H. GRACE,
Secretary. [2564]

ON and after the 9th SEPTEMBER, the ss. "WING CHAI" will berth at the NEW WHARF at the Western end of Wing Lok Street.

By Order,
MING ON & CO.,
Hongkong, 8th September, 1903. [2538]

THE SWATOW HOTEL, SWATOW.

SPLENDID SITUATION FOR HOTEL, OFFICES, OR GODOWNS.

THIS Hotel is situated two minutes' walk from landing, commands a splendid view of the Harbour, is close to steamers lying alongside of wharves.

THE ONLY HOTEL IN SWATOW.

For Sale—the Hotel, Land, and Property with site places, Furniture, Stock, and Goodwill of Business; together with a Lease of another Eleven Houses adjoining the Hotel, making one whole block.

The Lease has Six Years to run, with an option of another Eight Years.

The Hotel comprises—Bar, Two Billiard-rooms, Dining-room, Music-room, Sitting-room, Fire Bed-rooms, Boys' room, Kitchen, Store-room, and Private Quarters.

The Proprietor begs to mention the reason of the sale is on account of his wishing to go home for treatment of an eye affliction.

For further Particulars, apply to the Owner and Proprietor,

F. H. HYDE,
Swatow, 20th August, 1903. [2490]

HIGH-CLASS CHRISTMAS CAKES, decorated from \$1.00 Plain Christmas Cakes... from \$1 to \$5.00 German and Danish Cakes... per dozen 0.60 Assorted Pastry Cakes... per dozen 0.60 Scotch Buns... from 1.50 Scotch Stollen... from 2.00 Mince Pies... per dozen 2.40 Chicken and Ham Pies... from 3.00 Chicken and Ham Patties... from 2.40 Game Pies... from 5.00 Christmas Puddings, &c., to Order.

Please apply to WEISMAN & CO., 142, Praya East, or ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL BRATED WATER DEPOT, 100, House Street.

Hongkong, 18th December, 1902. [117-2]

NOTICES OF FIRMS

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD, opposite Douglas Place, Hongkong, 1st May, 1903.

JAVA-CHINA-JAPAN LINE.

造華中國日本商船公司

REGULAR STEAMSHIP LINE FROM JAVA TO CHINA AND JAPAN, AND BACK.

THE HEAL AGENCY of the above Company has been OPENED at No. 3, DUDDELL STREET.

R. BISSCHOP, General Agent.
Hongkong, 1st September, 1903. [2507]

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. MCCORDY, President.

ORGANISED IN 1841.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened in the Hongkong Club Annex, Ground Floor, Charter Road.

By Order,
BASIL H. BETTS,
Special Representative for Hongkong, China and Japan.
Hongkong, 17th August, 1903. [2319]

THOMAS P. HALL,

FOR many years Master in the Service of Douglas Steamship Company, Limited, has the honour to inform the Shipping and Mercantile Community that he has this day established himself as a

MARINE SURVEYOR.

OFFICE: 1, PRINCE'S BUILDINGS, Hongkong, 10th August, 1903. [2316]

NOTICE.

MR. F. ESBOM and MR. P. KUNZE have this day been authorised to SIGN our Firm jointly and PROSECUTION.

EAST ASIATIC TRADING CO.
Hongkong, 12th September, 1903. [2579]

WANTED.

A FIVE or SIX-ROOMED HOUSE in a healthy locality in Hongkong or Kowloon. Please state Terms, etc.

Apply to—
H. L.
Care of Daily Press Office.
Hongkong, 12th September, 1903. [2577]

WANTED.

AN EXPERT LADY STENOGRAPHER and TYPEWRITER—State Salary and Experience to—
A. I.
Care of Daily Press Office.
Hongkong, 31st August, 1903. [2443]

BRITISH NORTH BORNEO GOVERNMENT.

WANTED.

CHINESE OVERSEER of Public Works in Santakan, about 25 years of age, with experience and able to do his own planning. Must speak and write English.

Salary... \$75 per mensem.
House Allowance... 6 "
Horse Allowance... 15 "
Second-class passage provided to Santakan. A trial of a few months will be given and if not satisfactory return passage paid.

Apply to—
GIBB, LIVINGSTON & CO.
Hongkong, 4th September, 1903. [2493]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that MESSRS. SHEWAN, TOMES & CO. as Agents for the TACOMA GRAIN COMPANY of Tacoma, State of Washington, U.S.A., have on the 23rd day of January, 1903, applied for the registration in Hongkong in the Register of TRADE MARKS the following Trade Marks:—

- No. 1 "VINGO."
- No. 2 The initials T. G. Co., entwined within a circle.
- No. 3 The name of TACOMA GRAIN COMPANY.

These TRADE MARKS have been used by the TACOMA GRAIN COMPANY since September 1st, 1902, in respect to the following:—Flour in Class 43.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 28th day of January, 1903.

SHEWAN, TOMES & CO.,
No. 9, Des Voeux Road,
duly authorised Agents for and on behalf of the TACOMA GRAIN COMPANY.
2007]

BANK

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000 PAID-UP CAPITAL... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton, Chaofo, Hankow, Tientsin, Peking, Penang, Singapore.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS

At 2 1/2 per annum on Current Account daily balances.

3 1/2 per annum on Fixed Deposits for 3 months

4 1/2 " " " " 6 "

5 1/2 " " " " 12 "

E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [23]

BANKS

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL... U.S. \$2,000,000 Gold SURPLUS AND UNDIVIDED... 5,180,000 " PROFIT... 97,180,000 "

HEAD OFFICE—NEW YORK.

LONDON OFFICE—38 & 39, Lombard St., E.C. F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—PARIS & BANK, LD.

HONGKONG OFFICE—4, DES VOUEX ROAD. General Banking and Exchange business transacted.

INTEREST allowed at Current Rates.

E. F. GHOS,
Acting Manager.
Hongkong, 1st December, 1902. [1889]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED... Yen 24,000,000 CAPITAL PAID-UP... 18,000,000 CAPITAL UNPAID-UP... 6,000,000 RESERVE FUND... 9,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Hankow, Bombay, Shanghai, Tientsin, Nanking, Peking.

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED

PARIS & BANK, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum

" " " " 6 " 4 1/2 "

" " " " 3 " 3 1/2 "

" " " " 2 " 2 1/2 "

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [320]

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL... \$1,000,000 PAID-UP CAPITAL... \$324,371

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq., J. S. HANSON, Esq., CHOW TUNG SHANG, Esq., J. LAUREN, Esq., Chief Manager, Geo. W. F. PLATT, Esq.

Interest for 12 Months Fixed... 5 1/2

Hongkong, 12th May, 1903. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI HAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI HAI BANKING CORPORATION, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI HAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [320]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL... \$10,000,000 RESERVE FUND... \$10,000,000 STEERING RESERVE... \$10,000,000 SILVER RESERVE... \$10,000,000 RESERVE LIABILITY OF PROFITORS... \$10,000,000

COUNT OF DIRECTORS.

A. J. RAYMOND, Esq., Chairman. H. E. TOMES, Esq., Deputy Chairman. Hon. C. W. DICKSON, Esq., N. A. SLADE, Esq., E. GOS, Esq., H. V. SLADE, Esq., C. MICHELAN, Esq., C. A. TOMES, Esq., H. SCHUBERT, Esq., E. S. WHALLER, Esq., E. SHILLING, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per Cent. per annum on the daily balance.

On 2 1/2 PER CENT. DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1903. [19]

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Berlin, Tientsin, Calcutta, Tientsin (Kinnatshon).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCOUNT GEBELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [24]

BANKERS.

LONDON—Glyn, Mills, Currie & Co. PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas. BERLIN—Mendelssohn & Co. HAMBURG—M. K. P. v. Oesterr. Credit VIENNA—K. K. Priv. Oesterr. Credit AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted. Special facilities for Russian exchange. Foreign exchange on the principal cities of the world bought and sold.

HONGKONG BRANCH

(TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCE'S BUILDINGS ARE BEING BUILT.)

VICTORIA HOTEL BUILDINGS, 100, House Street.

Hongkong, 14th July, 1903. [1069]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853 HEAD OFFICE—LONDON.

CAPITAL PAID-UP... £200,000 RESERVE LIABILITY OF SHAREHOLDERS... £200,000 HOLDERS... £275,000 RESERVE FUND... £725,000

INTEREST allowed on Current Account at the rate of 3 1/2 per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent.

" " " " 6 " 3 1/2 "

" " " " 3 " 3 "

T. P. COCHRANE,
Acting Manager.
Hongkong, 18th May, 1903. [112]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL... £1,500,000 SUB

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING.
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

FURNITURE WAREHOUSEMEN
A. CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Disks,
wood, Jewellery, &c., highest grade
best and cheapest. 7, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

PHOTOGRAPHY

M. MUMBY, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and
also colouring Photos and Relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Ration's Genuine Com-
position Red Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
14, Des Vaux Road.

MOORE & SEIMUND,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand"), and Blundell's
Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY AND DRESSMAKING
CONNAUGHT HOTEL, Rooms 4 and 5. [2545]

THE AMERICAN SYSTEM

DENTIST

DR. M. H. CHAUN,
27, Des Vaux Road Central HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 10th March, 1903. [2490]

M. R. CHADWICK, K.E.W.
DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.
Hongkong, 16th June, 1903. [1721]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

GOVERNMENT NOTIFICATION.

Information has been received from
the Military Authorities that the
GUN EXERCISES at a target, which was
to be held on the 2nd INSTANT, from Stone-
cutters Island, has been postponed, owing to
bad weather, till the 16th INSTANT, or, if the
weather is not favourable on that day, till the
18th INSTANT.

Practice will commence at about 7 A.M., and
end at about 3 P.M. if the range is clear.
By Command,
F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 3rd September, 1903. [2494]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS
Coloured, White-Away Cards, &c.
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HONGKONG HOTEL CORRIDOR.

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POSTAGE STAMPS
in Sets, Packets or Single. King Edward VII
Albums, Catalogues, Hinges, &c., &c., &c.
Inspection invited.
Hongkong, 12th June, 1903. [2011]

DAVID COHEN & SON
MERCHANT NAVY
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ARNHOLD, KARBURG & CO.
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MARBLE AND GRANITE
MONUMENTS.

No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1903. [204]

[ALL RIGHTS RESERVED.]
GOLF FOR EVERYBODY.

SOME ASPECTS OF GOLF,
BY
HENRY SETON-KARR, M.P.
(Author of "Sporting Tales," &c.)

There is an ancient story told to the effect
that an athletic legislator, in the prime of man-
hood, was once asked if he had taken to golf, and
replied with ill-concealed scorn that he was not
yet old enough for the game. That legislator was
doubtless wrong. Golf is a man's game in the
fullest sense of the word. One has only to
watch the course of an amateur golf champion-
ship contest being played on one of the first-
class golf links of England or Scotland, and
follow the winner through the three or four
days of keen struggle with the various competi-
tors he must meet and overcome, at the rate of
two 18-hole rounds per day, in order to realise
that, in the main, all the physical qualities of
manhood, as well as some of its moral and
mental attributes, are fully required and
displayed. The winner must be sound in wind
and limb; he must possess, to a large extent at
all events, that all-round muscular development
which enables hand and back and leg and eye to
act in rapid and harmonious unison; his strength
must be controlled and act only at the proper
instant; and above all he must possess that nerve
and determination and good temper which will
enable him to do his best before a gallery of
spectators; to win through a losing game; and
to triumph over those occasional misfortunes
and "runs of the green" which happen at times
to the best of players at the most critical and
inconvenient moments. All these qualities
require that *mens sana in corpore sano* which it
is no doubt the ambition of all healthy manhood
to possess, and which demands for its attainment
a certain amount of necessary discipline both of
mind and body.

GOLF FOR THE STRONG.

Golf is therefore a man's game. It is also a
game, not of brute force, but of skill. Strength
no doubt is necessary for a first-class player,
but his strength must be entirely subordinate
to his skill, and must be absolutely under his
control. A first-class golf-player, even when
playing a forcing stroke, always conveys the
impression of having something in reserve, a
bit more strength "up his sleeve," so to speak,
and that he has even in that extra long second
shot that may be required for a recovery not
fully extended himself, and yet in this case he
has probably let himself go for all he is worth,
but only at the exactly appropriate moment,
neither a second too soon nor too late. With-
out arguing too much about terms, what is
skill but strength perfectly trained and con-
trolled? And what better field for its display
—a display which is occasionally subtle, no doubt
—than the game of golf. The amateur cham-
pion is one down at the eighteenth hole in the
final round, let us say. He wins it by that won-
derful mashie approach which looks as if it was
going too far, but which falls dead, without any
run, near the hole. "What a lucky fall," re-
marks an ignorant spectator. Not a bit of it.
The ball was "cut" by means of a trained
strength of wrist which prevented the run, and
gave the win. Or maybe the winning shot was a
fifteen-foot putt that found the back of the hole.
"A palpable fluke," says the arm-chair critic.
But where does the "fluke" come in, when the
lie of the green had been carefully studied, and
the ball lightly struck with so firm, yet withal
so delicate and accurate a touch, that it ran per-
fectly true over five yards and no further of
green turf, to a bullseye four inches in diameter?
Not much of a shot, perhaps, in practice, and
when nothing depended on it, but certainly a
triumph of trained skill and nerve before a
thousand spectators, when a hair's breadth
deviation of the little white ball meant the loss
of match and championship.

TWO EXAMPLES OF POWER.

The late Freddy Tait was, on one occasion,
playing the final round of the Calcutta Cup
competition over the new course at St. An-
drews, in which he was required to concede to a
tough and first-class opponent like Johnny Low
two holes up. At the eighteenth hole Tait was
one hole down, and found his ball lying in rough
grass off a slightly heeled drive. His opponent
was straight on the course, and would probably
hole out in a "bogey" five. The hole is a fairly
long one, and Tait's only chance of winning the
hole and halving the match was to reach the
green some 200 yards away in his second from
a grassy lie. It appeared a hopeless chance.
Here the reserve strength of a first-class golfer
came to the rescue. After studying the lie he
took a wooden club, smote the ball absolutely
true and hard, through its grassy bed, it soared
into the air and fell on the edge of the green a
full shot away; whence he holed out in two, did
the hole in four, halved the match with his op-
ponent, and the next morning won the tie and
the competition. Thus his ultimate success
hung on this one shot which I have described.
True, had he accurately half-struck it, his third
might have been laid dead from a distance, but
this was against all probability. In the shot in
question Tait had no doubt, without apparent
effort, put in that extra force of arm and wrist
always held in reserve by a good player, exactly
at the right moment, and with perfect accuracy,
and thus ultimately handed himself a winner.

Here again is another instance of a master
shot. The same player, Tait, in a similar com-
petition, found himself tackled by a determined
youngster at St. Andrews, to whom he was
conceding long odds, and who would not be
shaken off. Half way on the homeward course
Tait found himself in a badly hanging lie after
a somewhat for him—indifferent drive. His
opponent, from a good lie, had laid his brassy
shot on the edge of the green, and was practi-
cally certain of a four. Tait shortened the grasp
of his neck, and with a half-swing laid his ball

with a beautiful low straight shot within ten
feet of the flag, and he'd out in three. This
particular stroke, from such a lie—a full shot
for most players with a wooden club, even had
the lie been perfect—required with a clock-
work of wrist and forearm that only few
players possess, combined with a perfect ac-
curacy of delivery. But it came off; the young
player was demoralised and lost the hole and
the match. These strokes partake, no doubt,
of the genius of golf, which is not given to
many to possess.

GOLF FOR EVERYBODY.

To come back to our scornful legislator.
Why did he imply that the game was only a
kind of glorified skittles or croquet, a sort
of excuse for old gentlemen, past all really
manly exertion, to take the air? To hit a
small white ball over grassy links into a series
of holes in the ground, at unequal intervals
apart, with a variety of ungainly looking imple-
ments, apparently ill-adapted to the purpose,
the smiler meanwhile waiting leisurely between
the strokes, what attraction can there be, he
would no doubt suggest, for an able-bodied
man in a so-called game of this kind. One an-
swer is—*flat experimentum*—let him try it and
see. Verbal descriptions are notoriously decep-
tive. A well-known national pastime may
equally well be described as the throwing,
striking with a wooden implement, and pursuit
of a small brown leather ball over a smooth
grassy sward by a number of able-bodied men
who might conceivably be more wisely em-
ployed. The same able-bodied men do these
things constantly nevertheless, and are watched
by thousands of Englishmen in the process, and
a few of them even devote the best year of
their manhood to this very occupation—for
many months in each year. Golf is not a spec-
tacular pastime, a game to sit and watch, like
cricket. It does not, ordinarily, lend itself to a
gallery. The average performer who frequently
foibles, who very seldom accomplishes a *four*
de force or gallery shot, at all events exactly
when it is required, and who often feels, and
occasionally displays, signs of irritation and
loss of temper, is not an attractive spectacle.
Golf is a first-class game for anyone, be it
noted, to play; it is most distinctly not the
best game to watch, and may frequently bore
the spectator unless he has "money" on the
match. Its attraction is a subtle quality which
is only gradually recognised and felt; but when
it is once fairly aroused in any individual, it
usually comes to stay, and may even develop
into a veritable mania. It is a man's game, most
certainly, but so also it is a schoolboy's holiday
game, an old man's game, and a duffer's game,
and thus can be played, so to speak, from the
cradle to the grave. It is, also, of course, within
limits, a woman's game. But space will not
permit its feminine aspect to be dealt with here.

THE WORLD'S GOLF.

The reasons for this universality are not far
to seek. Two men—or boys—can play it. Each
plays his own ball, and has not to take the dol-
lery or service of another as in cricket, tennis
and the like. The science of handicaps can
bring any two players of the widest divergence
of skill—within reason—together; and while
the game is in progress each has his full share
of the game, as is not the case in football,
cricket, or even in four-handed rackets and
tennis. It thus lends itself to all sorts and con-
ditions of men, idle or busy, old or young, and
supplies all the rivalry of a game of skill in the
open air, with healthful exercise, in a manner
and with an even-handed impartiality unvaried
by any other pastime or form of friendly con-
test. Finally it necessitates the existence of a
social club, in whose building and course its
members possess a community of interest and
bond of good fellowship.

The growth of golf in England and America
during the past decade or more is a matter of
common knowledge, and need not be enlarged on
here. There are now golf courses in the Rocky
Mountains, where the rarified mountain air—I
have personally verified this statement—enables
a golf ball to be driven at least twenty yards
further with the same exertion, than in lower
altitudes. Writing as a Scotchman, I may per-
haps be excused, though not universally pardon-
ed, for observing that the practical and hard-
headed race north of the Tweed were the first
of Celts or Anglo-Saxons, not only to invent
the game, but also to realise its social and
national advantages. They played it years be-
fore the, in this respect, slower-witted South-
rons had even heard of a niblick or a cleveland,
or realised the beauties of a putting-green guarded
by sandy bunkers. King James of Scotland,
we are told, tried to introduce golf into England
in order to civilise the savages whom he had
conquered. But he was somewhat in advance of
his time. For it is only lately that these same
"savages" have really grasped the merits of
the game. Having at length done so, it is a
pleasing duty to note that they occasionally
beat the Scot in friendly contests therein.



witness the victory of an Englishman, over fifty
years of age (there is an encouragement for all
middle-aged men), in the amateur championship
at Hoylake in the year 1902. I may, in passing,
also note, without dilating on the fact, that the
Ladies of England very conclusively beat the
fair-haired ladies of the North in the Ladies
International Golf Match of 1902. The Scotch
ladies did not win a single match.

M.P.'s AT GOLF.

Nothing is perhaps more remarkable in this
connection than the growth of the entry for the
yearly Parliamentary Golf Handicap. This
year the number of peers, pressmen, and parlia-
mentary men who entered for it exceeded one hun-
dred, most of whom started, and the date of the
initial stage of the handicap is supposed to have
hastened the passing of the Procedure Rules.
Some dozen years ago, when this handicap was
originated in a casual way, by the writer and Sir
Herbert Maxwell, the number of legislators who
entered could nearly be counted on the fingers
of two hands, and without pressmen and parlia-
mentary clerks would hardly have made a respect-
able competition. Twenty years ago Wimble-
don Common and Blackheath were the only
available golf-courses near London, and mem-
bership could be acquired in the golf clubs of either
place in a few days. Now the number of golf-
links within immediate reach of the metropolis
is legion, with long waiting lists of would-be
members on the books of all their respective
clubs.

To the busy London man, who has no time for
hunting through the winter, and who does not
care for the monotony of a morning ride with
the gallant "liver-brigade" in the Park, a day's
golf in the week is a priceless boon. It takes
his mind away from legislative worries or busi-
ness cares, and supplies a mental and physical
tonic of the utmost value in this strenuous age
in which we live. For two hours before and
again after lunch, his whole energies are bent on
driving a small gutta-percha ball over some
three miles or so of grass, whin, and bunker into
eighteen successive little holes in the ground in
a fewer number of strokes than his opponent.
While he is at it, strange to say, his mind can
think of nothing else, and the stern realities of
his daily life are absolutely forgotten. The
stakes he strives for amount, perhaps, to half-a-
crown. But he refreshes brain and nerve, renews
his muscle, and disciplines his temper in the
process.

Next Week: "THE WEAPONS OF WAR."
by Dr. J. G. McPHERSON.

THE
ROBINSON PIANO
COMPANY, LIMITED
NOTE.ENTIRELY
NEW STOCK

TO ARRIVE THIS MONTH
SPECIALLY AND MOST CAREFULLY
CHOSEN.

DIRECT FROM THE FACTORIES,
BY OUR
MR. ROBINSON
NOW IN EUROPE.

GREAT
REDUCTIONS

IN OUR PRESENT STOCK OF PIANOS
AND MUSICAL GOODS.

A QUANTITY OF OLD MUSIC STILL
LEFT, BEING SOLD VERY
CHEAP.

CALL IN AND SEE WHAT WE HAVE.
ALL ENQUIRIES WILL BE MOST
COURTEOUSLY AND PROMPTLY
ANSWERED.

THE APOLLO
PIANO-PLAYER

RECITALS DAILY

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has
given another great testimonial to the Apollo
Piano-player. She was so delighted with the
instrument that she purchased by her last year
that this second testimonial is even stronger
than the first one that she gave.
Miss Patti says that "the Apollo never has
given her the slightest trouble and that the new
concert grand is one of the most wonderful and
perfect piano-players that she has ever seen."
Hongkong, 3rd September, 1903. [2484]

PURE FRESH WATER

**THE HONGKONG STEAM WATER-
BOAT CO., LD.,** is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Hold.

Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [1703]

WM. POWELL, LD.,
GENERAL DRAPERS, HIGH-CLASS DRESSMAKERS, AND

GENTLEMEN'S OUTFITTERS,

28 & 34, QUEEN'S ROAD.

LADIES' AND CHILDREN'S DEPARTMENTS,

OPPOSITE THE POST OFFICE (FIRST FLOOR UPSTAIRS).

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28, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

WM. POWELL, LD.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

PLASTING GELATINE AND GELIGNITE.

DEFONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

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HONGKONG, SHANGHAI, WEIHAIWAI.

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JARDINE, MATHESON & CO.

LAMBERT & BUTLER'S

FRONTIER MIXTURE.

THE DELIGHT OF PIPE SMOKERS. MADE FROM THE

CHOICEST TOBACCOS GROWN.

ALWAYS COOL AND REFRESHING.

HAVE A P.B. TIN OF FRONTIER MIXTURE SENT TO YOUR HOME.

YOU WILL LIKE IT.

BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903.

[1931-2]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

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Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
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Komatsugaura, Minami, Ikejiri and Kunagahata Collieries.

Hongkong, 4th March, 1903.

K. UYEMURA, Manager.

[2409]

THEODORO VAFIADIS & CO

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

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LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—
MESSRS. KRUSE & CO., HONGKONG.

[24]

SHIPPING.

ARRIVALS.	
Sept. 11, ROSETTA MARU, Japanese str., 2,402, H. S. Smith, Manila 9th Sept., General.	
Sept. 12, AMANA, British steamer, 2,161, R. Foulis, Cardiff 1st August, General.	
Sept. 12, HAINAN, British str., 630, Chas. A. Mutton, Swatow 11th September, General.	
Sept. 12, KAYOWA, British str., 1,024, G. H. Pennington, Manila 9th Sept., General.	
Sept. 12, KINSHU MARU, Japanese str., 2,389, T. L. Harrison, Bombay and Singapore, 7th September, General.—NIPPON YUSEN KAISHA.	
Sept. 12, LENOX, British str., 2,361, F. McNair, Liverpool 30th July, General.	
Sept. 12, SUMAN, British str., 1,776, J. Young, Krakow 31st August, General.—JARDINE, MATHESON & CO.	
Sept. 12, TAIKOW, German str., 862, Schultz, Bangkok 4th September, Rice.—BUTTERFIELD & SWIRE.	
Sept. 13, CHUYEN, Chinese str., from Canton.	
Sept. 13, DORIS, Norwegian str., 903, C. Jacobson, Muji 6th Sept., Coal.—CARLWITZ & CO.	
Sept. 13, ELITA NOSSACK, German str., from Canton.	
Sept. 13, HONGKONG, French str., 742, H. Szozzi, Haiphong 11th Sept. and Hoibow 12th, General and Pigs.—A. R. MARTY.	
Sept. 13, KASHING, British str., 1,228, McKensie, Shanghai 9th Sept., General.—BUTTERFIELD & SWIRE.	
Sept. 13, MAIZURU MARU, Japanese str., 1,075, Anping via Amoy and Swatow 9th Sept., General.—OSAKA SHOSHEN KAISHA.	
Sept. 13, QUAR, German str., 1,46, H. Johansen, Iloilo 9th Sept., General.—JARDINE, WILKES & CO.	
Sept. 13, TAKSARA, British str., 977, W. P. Baker, Shanghai 8th Sept. and Swatow 12th, General.—JARDINE, MATHESON & CO.	
Sept. 13, THALES, British str., 820, A. B. Short, Foodlow via Amoy and Swatow 9th Sept., General.—DOUGLAS LAFRAIK & CO.	
Sept. 13, WAIKONA, British str., 2,401, F. Daniel, Straits 7th September, General.—CHINESE.	

CLEARANCES.

At the Harbour Master's Office.
12th September.
Konigsberg, German str., for Singapore.
Kurdistan, British str., for Yokohama.
Kongkong, British str., for Shanghai.
Lokang, British str., for Chinkiang.
Nechen, British str., for Chefoo.

DEPARTURES.

12th September.
CANTON, British str., for Shanghai.
CHUSAM, British str., for Europe.
LOKANG, British str., for Chinkiang.
LYTHMOON, German str., for Shanghai.
SILHA, British str., for Shanghai.
TUNGSA, British str., for Shanghai.
ZAFIRO, British str., for Manila.
13th September.
KALAN, British str., for Shanghai.
KONIGSBERG, German str., for Hamburg.
KURDISTAN, British str., for Yokohama.
KWONGKANG, British str., for Shanghai.
SZECHEW, British str., for Newchwang.

VESSELS IN DOCK.

11th September.
Kowloon Dock.—Pembroke, H.M.S.
Tams, Fishbank.
Cosmopolitan Dock.—Borneo, Nanyang, Hankow.

SHIPPING REPORT.

The British steamer *Kashing*, from Shanghai 4th Sept., had fresh N.E. monsoon and high following sea with heavy rain throughout.
The British steamer *Wahora*, from Straits 7th Sept., had moderate monsoon to Port; from thence to port southerly winds, confused sea and rain.
The British steamer *Thales*, from Coast Ports 8th Sept., had light N.E. wind, smooth sea and fine, clear weather to Amoy. From Amoy to port moderate N.E. wind and following sea with heavy rain showers.
The French steamer *Hongkong*, from Haiphong, Pakhoi and Hoibow 11th Sept., had fresh breeze and fine weather. At 8 p.m. got a typhoon outside of Hainan Strait from N.E. Hauled round eastward to southward during the night. Kept the ship's head to the winds all night. At 11 a.m. on the 12th inst. made down for Hongkong. Breeze rising and wind going down. Fresh S.E. wind and sea. Rainy weather from thence to port.

VESSELS ON THE BERTH.

NORDDEUTSCHER LLOYD, BREMEN.
NOTICE.

STEAM FOR SANDAKAN.
Taking Cargo at Through rates to KUDAT, TAWAU, LAHAD DATU AND LABUAN.

THE Company's Steamship

"BORNEO."
Captain Muhl, will be ready to load for the above port THIS MORNING, the 14th inst. For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 12th September, 1903. [2580]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAL."
Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 15th inst., at Noon, instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 11th September, 1903. [2532]

FOR ODESSA.

THE Russian Steamer

"KNIAS GORTSCHAKOW"
will be despatched as above on or about the 26th instant. For Freight, apply to BRADLEY & CO., Agents.

Hongkong, 13th September, 1903. [2575]

FOR KWAN CHAU WAN.

THE Steamship

"SWIFT."
Captain A. E. Mongor, will have quick despatch for the above port. For Freight, apply to CHI WO, Agents, Wing Wo Lane.

Hongkong, 8th September, 1903. [2342]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, &c.	SUMATRA	Brit. str.	W. Hayward	P. & O. S. N. Co.	About 18th inst.
LIVERPOOL	JASON	Brit. str.	Robinson	BUTTERFIELD & SWIRE	23rd October.
MARSEILLES, LONDON & ANTWERP.	KINTUCK	Brit. str.	H. Petersen	NIPPON YUSEN KAISHA	19th inst., D'light.
MARSEILLES, LONDON & ANTWERP.	KAMARUA	Brit. str.	Schmitz	MESSAGERIES MARITIMES	22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP.	KONIN	Brit. str.	Hilbren	BUTTERFIELD & SWIRE	25th inst.
MARSEILLES, LONDON & ANTWERP.	INABA MARU	Jap. str.	W. Bainbridge	NIPPON YUSEN KAISHA	13th Oct., Daylight.
MARSEILLES, LONDON & ANTWERP.	AGAMENNON	Brit. str.	H. Nish	BUTTERFIELD & SWIRE	13th October.
BREMEN, via PORTS OF CALL.	BAYERN	Ger. str.	H. Formes	MELCHERS & CO.	16th inst., at Noon.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	23rd inst.
HAVRE & HAMBURG	ABESSINIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	26th October.
HAVRE & HAMBURG	BRIGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	3rd November.
HAVRE & HAMBURG	SAXONIA	Ger. str.	C. Warrall	BUTTERFIELD & SWIRE	19th inst.
GENOA & LIVERPOOL.	PERSIA	Brit. str.	Brooker	SANDER, WIELE & CO.	19th inst., P.M.
TRIESTE, &c., via SINGAPORE, &c.	K. OTSCHAKOW	Rus. str.	Cragetto	BRADLEY & CO.	About 26th inst.
ODESSA	EREMAR	Brit. str.	W. Wall	DOUGLAS LAFRAIK & CO.	About 12th inst.
NEW YORK, via PORTS & SUEZ CANAL	NORDKYN	Rus. str.	A. Beer	SHAW, TOMES & CO.	30th inst., at Noon.
NEW YORK, via SUEZ CANAL	E. OF JAPAN	Brit. str.	M. Pybus	CANADIAN PACIFIC R. CO.	23rd inst., at Noon.
YANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	E. Beetham	DOUGLAS LAFRAIK & CO.	7th October.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	LYRA	Brit. str.	F. Williams	DOUGLAS LAFRAIK & CO.	17th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOKA MARU	Jap. str.	A. Christensen	BUTTERFIELD & SWIRE	22nd inst., 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KALCHAS	Brit. str.	Geo. Anderson	NIPPON YUSEN KAISHA	2nd Oct., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	R. P. Craven	PORTLAND & ASIATIC CO.	4th October.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	INABA MARU	Jap. str.	W. Ellis	GIBB, LIVINGSTON & CO.	23rd inst., at Noon.
PORTLAND, OREGON	CHINGTO	Brit. str.	J. McD. Howie	BUTTERFIELD & SWIRE	5th October.
AUSTRALIAN PORTS	FRIBURG	Ger. str.	Prosch	HAMBURG-AMERIKA LINIE	To-day.
AUSTRALIAN PORTS	JAVA	Brit. str.	T. Harrison	P. & O. S. N. Co.	17th inst., Daylight.
YOKOHAMA & KOBE & TSINGTAU	KINSHU MARU	Jap. str.	K. Kori	NIPPON YUSEN KAISHA	About 19th inst.
YOKOHAMA & KOBE & TSINGTAU	KAGOSHIMA MARU	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	To-morrow, Noon.
YOKOHAMA & KOBE & TSINGTAU	KANAGAWA MARU	Jap. str.	G. S. Weigall	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
YOKOHAMA & KOBE & TSINGTAU	PRONTO	Brit. str.	W. D. Bryner	BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA & KOBE & TSINGTAU	NANCHANG	Brit. str.	C. Dovers	MELCHERS & CO.	To-day.
YOKOHAMA & KOBE & TSINGTAU	CHINGTO	Brit. str.	Klausberger	SANDER, WIELE & CO.	18th inst., P.M.
YOKOHAMA & KOBE & TSINGTAU	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	17th inst.
YOKOHAMA & KOBE & TSINGTAU	MAIZURU MARU	Jap. str.	K. Akashi	OSAKA SHOSHEN KAISHA	18th inst.
YOKOHAMA & KOBE & TSINGTAU	HAIMUN	Brit. str.	Gibson	DOUGLAS LAFRAIK & CO.	To-day, at 11 A.M.
YOKOHAMA & KOBE & TSINGTAU	THALES	Brit. str.	Robson	DOUGLAS LAFRAIK & CO.	To-morrow, 1 P.M.
YOKOHAMA & KOBE & TSINGTAU	KAIFONG	Brit. str.	Ponnyfletcher	BUTTERFIELD & SWIRE	16th inst., 11 A.M.
YOKOHAMA & KOBE & TSINGTAU	ROSETTA MARU	Jap. str.	H. S. Smith	JARDINE, MATHESON & CO.	18th inst., at 4 P.M.
YOKOHAMA & KOBE & TSINGTAU	LOONGSANG	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	18th inst., 10 A.M.
YOKOHAMA & KOBE & TSINGTAU	CHINGTO	Brit. str.	J. McD. Howie	BUTTERFIELD & SWIRE	5th October.
YOKOHAMA & KOBE & TSINGTAU	PERSIA	Brit. str.	J. McGinty	SHAW, TOMES & CO.	19th inst., at 4 P.M.
YOKOHAMA & KOBE & TSINGTAU	BORNEO	Ger. str.	Muhl	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE & TSINGTAU	IZUMI MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	22nd inst., at 5 P.M.
YOKOHAMA & KOBE & TSINGTAU	C. APCAL	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	To-morrow, Noon.
YOKOHAMA & KOBE & TSINGTAU	SWIFT	Brit. str.	A. E. Mongor	CHI WO	Quick despatch.

FOR YOKOHAMA, KOBE AND TSINGTAU.

THE N.D.L. Steamship

"FRIBURG."
Captain Prosch, will be despatched for the above ports on THURSDAY, the 17th inst., at DAYLIGHT.

For Freight apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th September, 1903. [2563]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND."
Captain Klausberger, will leave for the above ports on FRI. 14th inst., P.M.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor. For Freight or Passage, apply to SANDER, WIELE & CO., Agents.

Princes' Buildings, Hongkong, 12th September, 1903. [3]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI).

THE Steamship

"PRONTO."
Captain Grandt, will be despatched for the above ports on SATURDAY, the 19th inst., at Noon.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 10th September, 1903. [2553]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRICATIC PORTS.)

THE Company's Steamship

"PERSIA."
Captain Cragetto, will be despatched as above on SATURDAY, the 19th September, P.M.

This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor. For information as to Passage and Freight, apply to SANDER, WIELE & CO., Agents.

Princes' Buildings, Hongkong, 25th August, 1903. [3]

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO., Agents, 2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1903. [2112]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

BAYERN ... WEDNESDAY ... 16th September

ZIETEN ... WEDNESDAY ... 30th September

SEYDLITZ ... WEDNESDAY ... 14th October

ROON ... WEDNESDAY ... 28th October

PREUSSEN ... WEDNESDAY ... 11th November

HAMBURG ... WEDNESDAY ... 25th November

PRINZ HEINRICH ... WEDNESDAY ... 9th December

KONIG ALBERT ... WEDNESDAY ... 23rd December

* KLAUSCHOU ... WEDNESDAY ... 6th January

WEDNESDAY ... 24th January

BAYERN ... WEDNESDAY ... 3rd February

SEYDLITZ ... WEDNESDAY ... 17th February

ROON ... WEDNESDAY ... 2nd March

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of SEPTEMBER, 1903, at Noon, the Steamship

"BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Formes, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 14th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 15th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 5th September, 1903. [5]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON

OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.

"INDRAVELLI" ... TONS. 4,899 ... CAPTAIN R. P. Craven ... TO SAIL ON 14, 1903

"INDRAPURA" ... TONS. 4,899 ... CAPTAIN A. E. Hollingsworth ... TO SAIL ON 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th September, 1903. [14]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

KINSHU MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 15th Sep. at Noon.

KAMAKURA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 19th Sep. at Daylight.

TOKA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 22nd Sep. at 4 P.M.

IZUMI MARU ... BOMBAY via SINGAPORE and COLOMBO ... TUESDAY, 22nd Sep. at 5 P.M.

KANAGAWA MARU ... KOBE and YOKOHAMA ... FRIDAY, 25th Sep. at Daylight.

KAGOSHIMA MARU ... MOJI, KOBE and YOKOHAMA ... FRIDAY, 2nd Oct. at Noon.

INABA MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 3rd Oct. at Daylight.

KAGA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 6th Oct. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-trip World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class, through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chester Road.

Apply to—T. S. TAKAYANAGI, Acting Manager. [9]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD. OSTASIATISCHER FRECHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

ANDALUSIA ... (Calling at Singapore and Colombo) ... On 23rd Sept. Freight.

ABESSINIA ... (Calling at Singapore and Penang) ... On 6th Oct. Freight.

BRIGAVIA ... (Calling at Singapore and Colombo) ... On 29th Oct. Freight.

SAXONIA ... (Calling at Singapore and Penang) ... On 3rd Nov. Freight.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO. LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 15th September.
GLASGOW and LIVERPOOL	"PAK LING"	On 23rd September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 1st October.
GLASGOW and LIVERPOOL	"TANTALUS"	On 7th October.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th October.
GLASGOW and LIVERPOOL	"OANFA"	On 27th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
GENOA and LIVERPOOL	"PINGSUEY"	On 19th September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 23rd September.
MARSEILLES, LONDON and ANTWERP	"AGAMEMNON"	On 13th October.
MARSEILLES, LONDON and ANTWERP	"JASON"	On 23rd October.
MARSEILLES, LONDON and ANTWERP	"PAK LING"	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA	"CALCHAS"	On 2nd October.
NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 2nd November.

The s.s. "JASON" left Singapore on the 10th inst. p.m., and is due here on the 15th inst.
The s.s. "MACHAON" left Victoria on the 2nd inst., for Japan and Hongkong.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th September, 1903.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 14th September.
SHANGHAI	"CHINGTU"	On 14th September.
MANILA	"KAEFONG"	On 16th September.
CHEFOO and TIENTSIN	"KAEFONG"	On 23rd September.
MANILA	"CHINGTU"	On 5th October.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 5th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th September, 1903.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMU, VIA SWATOW AND AMOY	"DAIGI MARU"	THURSDAY, 17th September.
TAMU, VIA SWATOW AND AMOY	"DAIGI MARU"	WEDNESDAY, 23rd September.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 16th September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	SUNDAY, 20th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamu to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and for further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 14th September, 1903.

T. ARIMA, Manager

NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA.

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
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* LYRA F. Williams 4,517 September 17th

TACOMA A. Dixon 3,502 September 24th

VICTORIA J. Pantou 3,502 October 10th

SHAWMUT W. M. Smith 9,606 November 11th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

71

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.

have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager

Hongkong, 18th November, 1901.

65

MUSIC.

RAPID Tuition given on the BANJO, VIOLIN, &c. Terms moderate.

L. A. DE GRACA, 58, Peel Street, or Care of Daily Press Office.

Hongkong, 11th August, 1903.

22

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1903.

"GRAEMAR" 12th Sep. About

"SATSUMA" 23rd Sep. 10th Oct.

"SHIMODA" 24th Oct. 7th Nov.

"KODOMO CASTLE" 7th Nov. Agents.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.

Hongkong, 4th September, 1903. (1125)

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAISE.

NOTICE.

SUEAN FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 22nd September, 1903,
at 1 P.M., the Company's Steamship
"KONKIN," Captain Schmitt, with Mail,
Passengers, Specie and Cargo, will leave this
Port for MARSEILLES via Ports of Call,
WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with
the Australian line s.s. "Dumbia" bound for
MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on Monday, the 21st September. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 10th September, 1903. (12)

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the
above ports on WEDNESDAY, the 23rd
September, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a refrigerating cham-
ber, which ensures the supply of fresh pro-
visions, ice, &c., throughout the voyage.

The Steamer is installed throughout with
the electric light.

A stewardess and a duly qualified surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd August, 1903. (2419)

THE AMERICAN ASIATIC STEAM-
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW
YORK VIA THE SUEZ CANAL.

THE Steamship
"NORDKYN," Captain A. Beer,

will be despatched on WEDNESDAY, the 30th
SEPTEMBER.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 31st August, 1903. (2440)

CHINA NAVIGATION CO.
LIMITED.

HONG-KONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH
ELECTRIC LIGHT—FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1903. (1964)

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 8 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1
each.

Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 123, Consulate Road Central,
Hongkong, 30th June, 1903. (1751)

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1903. (18)

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the Owners will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crew of the following Vessels during their
stay in Hongkong Harbour:—
PORTHARKE, British barque, Young.—Doddell
& Co., LD.
HELENA WYMAN, Amr. barque, D. A. Vanbon
—Captain.
NOAHKE, American ship, J. A. Ambury.—
Arnold, Karberg & Co

NOTICES TO CONSIGNEES

STEAMSHIP "AUSTRALIEN."
COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London ex s.s.
"Dardanus" and "Adour," and from Bordeaux
ex s.s. "Ville de Valenciennes," in connection
with above Steamer, are hereby informed that
their Goods, with the exception of
Opium, Treasure and Valuables, are being
landed and stored at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., LD., at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, To-DAY, the 6th inst., requesting
it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
Monday, the 14th inst., at Noon, will be subject
to rent and landing charges.

All claims must be sent in to me on or before
the 14th inst., or they will not be recognised.
All damaged packages will be examined on
Monday, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 6th September, 1903. (12)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SIMLA,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ, COLOMBO,
AND STRAITS.

Consignees of Cargo by the above-named
steamer are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns, at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. "Rome."
From Calcutta, &c., ex s.s. "Syria."
From Persian Gulf, ex B. I. S. N. and
B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., To-DAY, the 11th inst.

Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 11th September, 1903. (1)

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOUL.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignature
and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 9th September, 1903. (7)

STEAMSHIP "PETRACH" GENERAL
AVERAGE.

NOTICE IS HEREBY GIVEN that all
Claims for Damage to Cargo by water,
when the "Petrach" was on fire at Shanghai,
13th May, 1903, must be submitted to the
Adjuster, Mr. E. H. HUTCHISON (of the
Yangtze Insurance Association, Limited),
Shanghai, on or before 1st OCTOBER next,
after which date no Claim will be recognised.

SANDER, WIELER & CO.,
Agents.

Hongkong, 31st August, 1903. (2445)

WINCHESTER CARABINES
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,
14, DES VOEUX ROAD. (2742)

BUDWEISER
BEER
EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.
"ANHEUSER BUCHS BREWING
ASSOCIATION, ST. LOUIS.

LEARN TO OBTAIN ANY
QUANTITY IN THE WORLD.

This Beer is brewed of best Saazer Hops and
finest Barley Malt only, and warranted not to
contain Chemicals in any form.

The Beer is sterilised after being bottled, and
full mature age insures its fine condition in any
climate. Beautifully bright, seductively sparkling,
and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 24th July, 1903. (2117)

CHEONG SHING.
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES AND
PONGEE SILK.

Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & Co.).

Hongkong, 16th May, 1903. (2308)



CLEANSE YOUR BLOOD

WITH GRIMAUDT & Co's
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sores, carbuncles, pimples, blotches,
and all disorders originating in vitiated
blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAUDT & Co
8, rue Vivienne, PARIS (France)
Sold by all dealers.

1892-1

Benger's

Food

For INFANTS,
INVALIDS, and
the AGED.

The Lancet describes it as
"Mr. Benger's admirable pre-
paration."

The British Medical Journal
says: "Benger's Food has by
excellence established a repu-
tation of its own."

No further testimony is
necessary.

BENGER'S FOOD
is sold in Tins
by Chemists, &c.,
everywhere.

60-1

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1903. With INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th July, 1903.

THE BOMBAY FIRE AND MARINE
INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.

HOITZ, JACOB & CO.
Hongkong, 30th July, 1903. (2160)

True Economy.

Many people think that by buying a
low-priced article they are getting the
cheapest. There is no more erro-
neous idea. True economy consists in
obtaining the best value for money.

van Houten's Cocoa

is highly concentrated, perfectly solu-
ble and most easily digested. You can
therefore get more strength and
nourishment out of it than out of any
other. Experience will prove that it
is the

Best & Goes Farthest.

2417-5

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.

Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Sickness of Pregnancy.

DINNEFORD'S
MAGNESIA

MAGNESIA

2417-5

2417-5

2417-5

INSURANCES

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIMMSSEN & CO.
Hongkong, 29th May 1895. (27)

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

CTZ JACOB & CO.
Hongkong, 2nd April, 1900. (2)

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAFRANK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. (28)

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed

